

**U.S. 31E NELSON-SPENCER COUNTIES
CITIZENS' ADVISORY GROUP
BUSINESS, ENVIRONMENTAL, TOURISM, AND COMMUNITY SUBCOMMITTEES
SURVEY FORM**

March 14, 2003

Dear Sir/Madam:

We, the members of the U.S. 31E Citizens' Advisory Group, are requesting your assistance in helping us identify the most important issues (criteria) for examining various project alternates, as yet to be identified. Our task is to develop evaluation criteria based on these issues, so the merits/demerits of each highway alternate can be compared in a relative manner.

On the attached sheet of paper please follow the instructions for each of the four sets of criteria. A final Sub Committee list of issues (criteria) and their relative weight will result from your input and that of others. This final list of issues will be used to analyze and compare project alternatives.

Name (optional) _____ Date: _____

Please return the attached page to Jeff Schaefer, Kentucky Department of Highways – Elizabethtown District Office, in the enclosed stamped, self-addressed envelope no later than March 28, 2003

Thank you for your input.

Sincerely,

Citizens Advisory Group

PLEASE FOLLOW THE INSTRUCTIONS FOR EACH OF THE 4 CATEGORIES BELOW.

ENVIRONMENT – Circle the three issues in this category that are most important to you.

1. **Minimize fragmentation of farmland** – Measured by the number of farms divided.
2. **Minimize impact to historic farms** – Measured by the number of acres of historic farms taken.
3. **Minimize impact to streams** – Measured by the number of blueline stream crossings.
4. **Minimize noise pollution** – Measured by the number of residences within 500 ft of the alternate.
5. **Minimize impact to historic structures** – Measured by the number of buildings within 500 feet of the alternates.

COMMUNITY – Circle the three issues in this category that are most important to you.

1. **Minimize division of farmland** – Measured by the number of farms divided/split.
2. **Minimize division of subdivisions/family clusters** – Measured by the number of subdivisions/family clusters split.
3. **Minimize noise impacts** – Measured by the number of residences and businesses within 500' each direction of alternates.
4. **Maximize access to existing areas bypassed by new road** – Measured by the number of miles between old route and new route at Cox's Creek and High Grove.
5. **Minimize length of maintenance of abandoned road** – Measured by the number of miles of existing roadway used.
6. **Minimize the number of residences taken** – Measured by the number of homes taken.
7. **Minimize the number of acres of farmland taken** – Measured by the number of acres of farmland taken.

BUSINESS – Circle the three issues in this category that are most important to you.

1. **Maximize traffic in front of existing businesses** – Measured by the number of existing businesses with frontage on new roadway.
2. **Minimize impact to operating farms/businesses** – Measured by the number of operating farms/businesses impacted by the alternates.
3. **Minimize user cost/time delay due to construction** – Measured by the miles of existing route used (lower is better).
4. **Maximize number of developable access points** – Measured by the number of acres of developable land at existing road crossings within 1000 ft radius of intersection.
5. **Minimize construction cost** – Measured by the cost of each alternate including right-of-way, utilities, and construction.
6. **Minimize maintenance cost** – Measured by the miles of existing US 31E used (higher is better).

TOURISM – Circle the one issue in this category that is most important to you.

1. **Minimize travel to Bardstown tourist sites** – Measured by travel time associated with each alternate.
2. **Distance from alternates to overlook at High Grove** – Measured by distance to overlook from alternates.
3. **Number of historic structures affected** – Measured by number of existing historic structures within 150 ft from new alignments or, where the new route is along existing US 31E, the number of instances where the new route is closer to existing historic structures than the existing route.

Please return this sheet to Jeff Schaefer, Kentucky Department of Highways – Elizabethtown District Office, in the enclosed stamped, self-addressed envelope no later than March 28, 2003